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INFORMATION REPORT

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SUBJECT 1. Railway Network Centering on Vitebsk
2. Troops and Military Installations in the
Vitebsk Area 25X1A6a

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SUPPLEMENT TO
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1. The rail network centering on Vitebsk is important not only from an economic but also from a strategic point of view. Through Vitebsk pass all communication lines connecting western Russia, White Russia, and Lithuania. Vitebsk is on the Western Dvina, a natural line of defense. There are in the city itself a number of military objectives. The railway junction of Vitebsk is north of the city. It is under the direction of the Office of Western Railways located on Strastnoi Boulevard in Moscow.

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2. Four principal rail lines cross at this junction: Vitebsk - Smolensk, Vitebsk-Orsha, Vitebsk - Polotsk, Vitebsk - Dno - Leningrad. On each of these lines the stations nearest to Vitebsk are as follows:

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- a. towards Smolensk: Zabolotinka, 11 kms from Vitebsk
- b. towards Orsha: Medvedka, 8 kms from Vitebsk
- c. towards Polotsk: Knyazhitsa, 10 kms from Vitebsk
- d. towards Leningrad: Chekino (sic ?), 6 kms from Vitebsk

3. During the war the marshalling yard suffered severe damage. The Polotsk marshalling yard, for example, could not be restored to working order until 1947. There are marshalling yards on the lines leading to Orlovsk, Slobin (sic), Leningrad, and Polotsk. There are also at the Vitebsk junction a passenger station, a warehouse for the handling of local freight, and a number of loading platforms and sidings.

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4. The Orlovsk marshalling yard serves the route to Smolensk and has 18 sidings, each 800 meters long. The Slobin marshalling yard serves the route to Leningrad and also has 18 sidings. The Leningrad marshalling yard serves the route to Orsha and has 18 sidings. The Polotsk marshalling yard serves all other routes. The passenger station has 10 sidings.

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5. The rails used are type 2 a. There are 1,440 ties per kilometer. The joints between the rails are made of a hard metal. In all, there are 560 switches in the Vitebsk station, of which about 300 are electrically operated. All switches are made by Siemens-Halske.

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6. a. The distinguishing marking of freight locomotives leaving Vitebsk in any direction is FD/s, which stands for Felix Dzerzhinski. Their limit load per axle is 20 tons (sic).
- b. Passenger locomotives are marked SU.
- c. Locomotives for military transports are marked Shch.
- d. Freight trains headed for Polotsk are marked KU.
- e. Shuttle trains are marked OV.
7. The following types of locomotives are stationed at Vitebsk:
 - 40 freight locomotives
 - 30 passenger locomotives
 - 15 shuttle locomotives
 - 40 locomotives for military transports of the series "shch"
8. Locomotives detailed to the Vitebsk yards have two depots and two repair shops. One of these depots, the White Russian Depot, is located between the Orlovsk marshalling yard and the Slobinsk yards. The Northwest Depot is north of the Leningrad yards. The White Russian Depot has two turn tables. The large one, which is electrically operated, services locomotives which are marked FD. Other locomotives are serviced by the small turn table.
9. The following shops are to be found at the Vitebsk yards:
 - a. steam cleaning shop
 - b. steam cleaning shop for locomotives
 - c. shop for small repairs
 - d. forge
 - e. mechanical shop
 - f. tool shop
 - g. carpenter's shop
 - h. boiler shop
 - i. leather shop
 - j. automatic brake shop
10. Only a small proportion of the machines and equipment in these shops is of Soviet origin. Most of the machinery here was brought back from Germany after the war. For example, those machines which are used in repairing the wheels of the cars are from the Schwarzkopff plant. Other machinery comes from Orenstein und Koppel. The Diesel motors of the electric station are of the Sulzer system and come from the AEG works in Berlin. One shop of the depot has air compressors for testing automatic brakes.
11. The Northwest Depot can accommodate 12 locomotives. This depot has a small repair shop. Many locomotives for suburban lines are located here. All of these were made in Germany by MAN.
12. There are 2,500 employees at the Vitebsk yard. The daily traffic is estimated at 3,000 cars a day. Three hundred cars are loaded or unloaded daily. Between 36 and 38 freight trains and about 16 passenger trains pass through the marshalling yard each day. The average load of a freight train is 2,000 tons.
13. The water supply for the Vitebsk yard comes from the Western Dvina. The various installations which provide this water are protected against air attack. Among these installations are:
 - a. a new water works on the edge of the city
 - b. the "Winni Tupik" water works
 - c. the "Slobinsk Bridge" water works

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14. The new water works is two kilometers from the Vitebsk rail yards. It is underground in a reinforced concrete bunker. It has three Diesel motors and three ultra modern pumps.
15. The two other water works have old pumps and are served by "Leschanell" steam engines. There are three water reservoirs, one of which, located at the "Jurewa Gorka" platform, is 10 meters deep.
16. The locomotives are supplied with water by means of hydraulic presses of six to eight horsepower (?).
17. There are two steel bridges, the Smolensk and the Slobinsk, the former with six and the latter with five arches. The two viaducts are called Polotsk and Yelagsk (sic). The latter has great strategic importance. If it were blown up, all the major (rail) lines would be cut.
18. Military transports are all made up at the Polotsk marshalling yard. Here are located the 40 locomotives of the "Shch" series. There are six hospital trains on the branch lines. Along the main line there is a loading platform which uses the "Ginsyer" system. For the loading of artillery and armored vehicles there is a special stone platform, Military Platform No. 15, which is 410 meters long.
19. A reinforced concrete bunker, 10 meters underground, houses a command center which is intended to direct rail traffic in the event of air attack. This bunker has telephonic and telegraphic communications. Each central post (Comment: Probably fire direction center) has a splinter-proof shelter.
20. The direction of the Vitebsk marshalling yard is in the hands of the following:

Traffic Control Chief
Chief of Freight Transport
Chief of the Track Maintenance Section
Chief of the Switching Section
Chief of the Railway Car Services Section
Chief of the Equipment Section
Station Master
Chief of the Locomotive Depot

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21. Representatives of the MGB are attached to this station. Here also is the headquarters of the Sixth Military Transport Komendatura, which also directs traffic on the Western Dvina.
22. This railroad station serves the following military objectives in or near Vitebsk:
 - a. An airfield for torpedo bombers at Kilometer 519 on the line Vitebsk - Smolensk.
 - b. The Fifth Railway Regiment at Kilometer 315 on the line Vitebsk - Polotsk.
 - c. The 81st Regiment of Mountain Troops at Vitebsk.
 - d. The 6th Regiment of the 2nd White Ruthenian Division.
 - e. Kunareshno drill ground, near Vitebsk, capacity estimated to be one division.

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